

RAILROADS BEGIN WAGE FIGHT TODAY

Hearings Before Labor
Board at Chicago Involve
100 R. R. Companies.

ALL ASK REDUCTIONS

Some Make Drive on Un-
skilled Workers and Sev-
eral Seek Blanket Cuts.

LEGALITY IS QUESTIONED

Three Vacancies on Board Un-
filled, but Nominations
Have Been Sent In.

on Saturday, but some of the parties to the present dispute were understood to be seeking delay until the new members are actually present.

By a recent ruling of the Board, all wage disputes presented for decision up to date will be included in the hearing. Sixty roads had been docketed yesterday, and at least half of that number remained to be added to-morrow.

According to railway officials, each carrier is expected to present its own testimony. Representatives of the roads will appear first. The board recently announced that eight hours would be allowed each side for oral testimony and argument.

The employees, whose committee will be headed by B. M. Jewell, president of the Railway Department of the American Federation of Labor, will handle their case through the union organization representatives. Heads of the four big brotherhoods will be present to conduct the defense in dispute brought by the roads which desire to cut the wages of train service employees.

The employees' committee has prepared exhibits showing the cost of living and comparative wages in other industries for similar labor. These will be filed with the board.

Under the transportation act, conferences must be held between the carrier and its employees on any question of revised wages or working conditions. The disputes to-morrow will have all resulted from failure to agree in such conferences.

CLOTHING UNION SEES GAIN. Second Million Dollar Strike Fund Being Raised.

Joseph Schlossberg, general secretary-treasurer of the Amalgamated Clothing Workers of America, announced yesterday that the twenty-first week of the "lockout" in this city begins with more than half the workers back at work and a total of 450 shops using Amalgamated labor.

Mr. Schlossberg said that the million dollar defense fund was raised in less than ten weeks and that more than \$200,000 has been subscribed for a second million-dollar fund. "There is no doubt of the outcome," he said. "The Amalgamated membership presents a solid front. It will stand as long as is necessary, but present indications are that the enemy's front is rapidly breaking."

It was indicated to-night that the question of the legality of the board conducting the hearing with three vacancies unfilled and only six members present would be brought up at the opening session. The nominations for the vacancies were sent to the Senate for confirmation by President Harding

SHIP OWNERS ASK CUT IN ENGINEERS' WAGES

Much Tonnage Is Idle, Due to
Foreign Lower Costs.

According to a statement issued yesterday by the American Steamship Owners' Association, nearly one-half of the steel steamers of the United States Shipping Board are now idle and about one-quarter of the privately owned tonnage of American ocean companies also is unemployed. These conditions, according to the statement, are due in part to the worldwide financial and trade conditions affecting every maritime country and to the difficulty met by American ships in competition with more cheaply manned vessels of other nations.

GOLD STAR MOTHERS INVITED.

Gold star mothers of sons who were killed in action with the Fifth Division have been invited to attend the dinner and dance to be given in the Pennsylvania Hotel Saturday by the Society of the Fifth Division. The disabled and wounded soldiers of this division will be the guests of honor.

P. R. R. HEAD EXPLAINS OUTSIDE REPAIR WORK

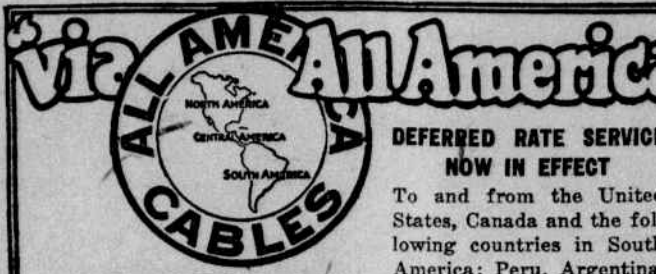
Company Shops Did All but
6 Per Cent.

Samuel Rea, president of the Pennsylvania Railroad, issued a statement yesterday in connection with alleged high prices paid for repair of railroad equipment in outside shops. From March 1, 1920, when the road was returned to private control, until December 31, 1920, locomotive and freight car repair work done outside the company's own shops amounted to about 6 per cent. of the total, the statement shows.

Repairs for the ten months specified cost the railroad approximately \$140,400,000, of which \$8,200,000 went to outside shops—about 6.2 per cent. Two hundred locomotives were repaired by contract by the Baldwin Locomotive Works. In its own shops the railroad repaired 5,160 locomotives.

COURSE IN MOTOR TRANSPORT.

A course in automobile transportation has been added to the regular course in industrial engineering at New York University, according to an announcement made by Dean Charles H. Snow of the College of Engineering.



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New Elevators for Old

On the border are shown eighteen New York buildings supplied with Edison service in which electric elevators have replaced those of the hydraulic type. Between fifty and sixty other large buildings have recently made corresponding changes, including the substitution of low pressure steam for heating purposes. In one instance the change resulted in a saving of \$12,000 annually. With these changes building structures became modern, leaving nothing to be desired in operating efficiency and economy, and in convenience and assured service to the tenants.

The last word in building equipment is safe and efficient low pressure steam for heat, and general service from the great Waterside plants of The New York Edison Company, instead of unsafe high pressure steam and complicated engineering equipment. This is the only way to assure, economically and efficiently, the constant light, heat and elevator service demanded by tenants of the present day. The saving in operating costs almost invariably shows a very large percentage of net return on the added investment, and insures the building against operating troubles, tenants' dissatisfaction, and lowered rentals.

More than two thousand hydraulic elevators remain in operation in this City. It is estimated that the substitution of electric power, as supplied by this Company, would save 275,000 tons in the City's annual coal consumption, and more than \$1,000,000 in the yearly cost of operating these elevators.

One of the world's great steel masters is said to have attributed a large part of his phenomenal financial success to an early recognition of the economic value of the scrap heap—sometimes consigning to it machinery hardly, if at all, used but made obsolete by newer invention or more improved and effective methods.

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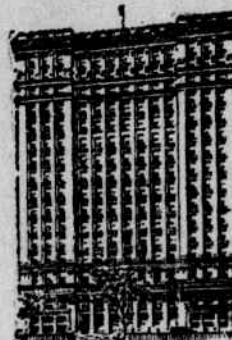
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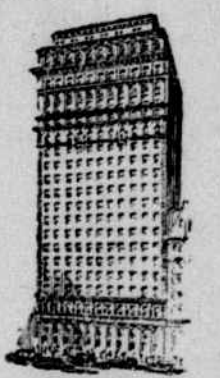
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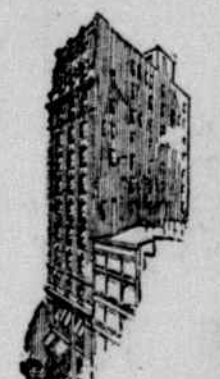
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